



July 21, 2006

Mr. Bill Meeks, PE  
Crown Point City Engineer  
101 North East Street  
Crown Point, Indiana 46307

**Re: New Interchange Project Development on I-65 in Crown Point**

The URS Corporation/Schneider Corporation (URS/Schneider) team is pleased to submit this Letter of Interest for the development of a new interchange at 109<sup>th</sup> Avenue and I-65 in Crown Point, Indiana. The aggressive project schedule will require a team with the resources, knowledge and relationships to expedite INDOT reviews and deliver the environmental document, design and land acquisition in this compressed project schedule. The URS/Schneider team is the only team with the qualifications to ensure that this **interchange will be open no later than 2009**. As you read through our qualifications, you will see that we offer you numerous benefits to achieve or beat your schedule. Specifically, we will provide:

**Extensive Land Acquisition Capabilities.** Land acquisition is one of the critical steps in meeting your schedule and can normally take 12 to 18 months from Final Right-of-Way Plan completion to completion of acquisition. This process must be reduced and still meet the State guidelines for land acquisition. David Lauer, a former INDOT land acquisition team member will lead this effort. Mr. Lauer understands these guidelines and has developed an approach to accelerate this process.

**Strong Management Team.** Our Project Manager, Al DeLaunay, has extensive experience in managing major transportation projects of this magnitude. He has also held key management roles on numerous other INDOT design projects including the reconstruction and rehabilitation of the Mt. Comfort/I-70 Interchange in Indianapolis and the SR 39/I-70 Interchange in Hendricks County, IN. Mr. DeLaunay will be supported by four key leaders – Eric Smith, Cory Grayburn, Chris Ogg and Rick Rayback – who provide expertise in the areas of interchange justification, environmental documentation, engineering design and technical support services. Dawn Replogle will serve as the Principal-in-Charge and will oversee the day-to-day operations of the project. Mike Wylie will serve as the client liaison and will be available to you at all times. **Our management team possesses the experience necessary to ensure a proactive project approach is developed and maintained to deliver a successful project.**

**An Established Indiana Team with Capacity.** With established offices close to the 109<sup>th</sup> Avenue Corridor in Merrillville, Indiana, the URS/Schneider team will be close to the corridor allowing us to be involved in the community and to be within a short distance of the city personnel. Our team understands the City of Crown Point would like to accelerate the schedule published in the RFP and **open this interchange by 2009**. Design capacity will be critical to the completion of an accelerated schedule. URS and Schneider will draw resources from its pool of more than 300 local personnel and 30,000 employees nationwide to make sure the work gets done on time. **Through our approach to land acquisition, strong managers and resource capacity, our team can make this happen for the City of Crown Point.**

On behalf of URS Corporation and Schneider Corporation, we offer you our personal commitment to provide the City of Crown Point with professional design services that will fulfill the City's goals and exceed your expectations. If you have any questions regarding this submittal, please call Dawn Replogle at (317) 532-5400.

Very truly yours,  
URS CORPORATION  
A "Buy Indiana" Firm

Dawn M. Replogle, PE  
Vice President, Principal-in-Charge

### 1. Responsible Office

#### URS Corporation

One Indiana Square, Suite 2100  
Indianapolis, Indiana 46204  
Phone: 317.532.5400  
Fax: 317.532.5499  
www.urscorp.com

#### Authorized Negotiator

Dawn M. Replogle, PE  
Vice President  
Direct Line: 317.532.5401  
Email: dawn\_replogle@urscorp.com

### 2. Professional Liability Insurance

URS typically carries \$1,000,000 of liability insurance and \$1,000,000 in personal injury insurance.

### 3. Proposed Team

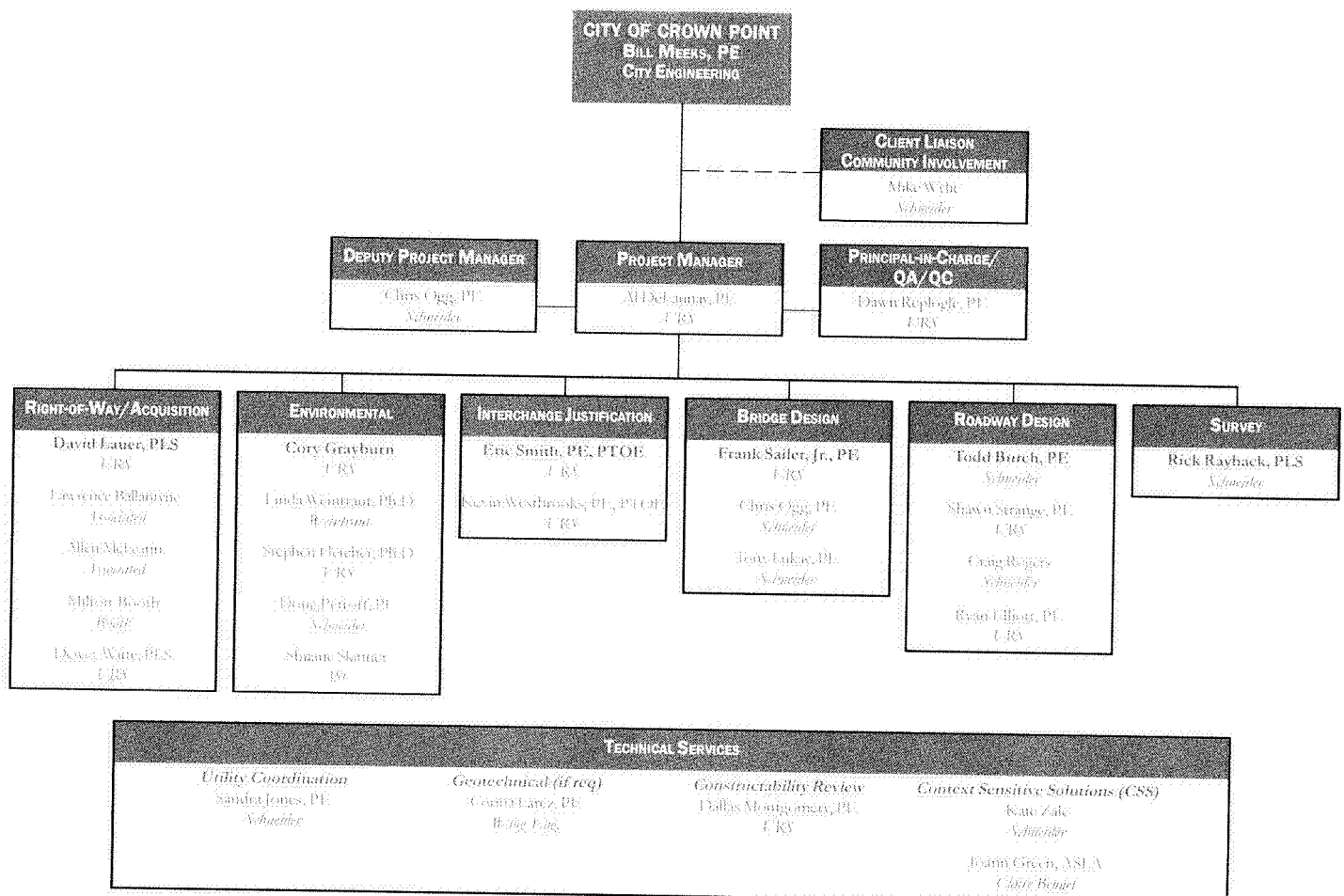
Firm, Role	Required Prequalification	DBE/MBE/WBE Status	% of Work	Key Experience
URS Corporation Overall Management/Design/Right-of-Way	1.1, 5.1, 5.4, 5.5, 5.6, 5.8, 6.1, 8.2, 9.2, 10.1, 10.2, 10.3, 10.4, 11.1, 12.1	No	50%	<ul style="list-style-type: none"> <li>URS is the second largest transportation design firm and the largest bridge design firm in the U.S.</li> <li>Key Staff with proven INDOT experience in Environmental Documentation, Design, ROW</li> <li>Strong relationship with the INDOT LaPorte District</li> </ul>
Schneider Corporation Survey/Design/CSS/Community Involvement, Utility Coordination	5.8, 6.1, 8.2, 9.2, 10.1, 11.1, Utility Coordination	No	40%	<ul style="list-style-type: none"> <li>Proven experience with "fast-track" project with City of Crown Point</li> <li>Participated in the development of the I-65 Corridor Development Guidelines</li> </ul>
ASC Group, Inc. Archaeological Investigations	5.9	DBE/WBE	2%	<ul style="list-style-type: none"> <li>Currently providing services to INDOT</li> </ul>
Booth & Associates Land Acquisition	12.2, 12.3, 12.4, 12.6, 12.7	DBE/MBE	3%	<ul style="list-style-type: none"> <li>Understands INDOT Acquisition procedures</li> </ul>
Associated Right-of-Way Services Right-of-Way/Acquisition	12.1, 12.6, 12.8	No	2%	<ul style="list-style-type: none"> <li>One of the primary providers of land acquisition services to INDOT</li> </ul>
Weintraut and Associates, Inc. Historians	5.10	WBE	1%	<ul style="list-style-type: none"> <li>Primary historian for the I-69 project and well respected by the Indiana SHPO</li> </ul>
Wang Engineering Geotechnical Investigation (if req.)	7.1	MBE	1%	<ul style="list-style-type: none"> <li>Experience with large projects such as I-80/94 and IL 394, I-294, Stevenson Expressway, and Dan Ryan Expressway Improvements</li> </ul>
Claire Bennett Associates, Inc. Context Sensitive Solutions(CSS)	Landscape Architecture, Urban Design, Streetscape	WBE	1%	<ul style="list-style-type: none"> <li>INDOT experience including recent I-80 and SR 912 interchange</li> </ul>

#### 4. References

Project	Contact Person	Organization	Phone Number
US 31 Improvement Project EIS/ SR 431 EA	Brad Steckler, PE <i>Engineering Assessment Manager</i>	INDOT	317.232.5137
131 <sup>st</sup> Street Improvements	Mike McBride, PE <i>City Engineer</i>	City of Carmel	317.571.2432
South River Road Improvements/ CR 300 & US 52 Improvements	Opal Kuhl, PE <i>Executive Director</i>	Tippecanoe County Highway Department	765.423.9210
I-77/County Road 80 Interchange Justification Study	Tom Stratton	ODOT District 11	330.339.6633
I-70/Mt. Comfort Road Interchange	William Rinard <i>District Director</i>	INDOT Greenfield District	317.467.3434

#### 5. Project Team Qualifications

The organizational chart and the resumes on the following page identify key individuals who are available and will work directly with the City of Crown Point to deliver the design plans for the 109<sup>th</sup> Avenue/I-65 Interchange Project. Our team is committed to helping the City of Crown Point achieve their project goals and meeting the accelerated schedule.



**Role**

Project Manager (URS)

**Education**

BS/Civil Engineering/Valparaiso University

**Registrations**Professional Engineer:  
Indiana/Ohio/Maryland**Certifications**National Environmental Policy Act  
(NEPA) Training, INDOT and FHWA**Alan DeLaunay, PE**

As Project Manager, Al brings 28 years of experience in the design and preparation of construction plans for road and bridges for local, county and state agencies. His expertise in a broad range of design projects, such as municipal intersection realignment, arterial widening and reconstruction, interstate rehabilitation, and interchange design for one of the last interstates constructed in Indiana will allow him to bring lessons learned and innovative solutions to your project. He has served as Project Manager for multiple INDOT projects, including:

**U.S. 231, Spencer County, Indiana**

Project Manager for the construction of a new \$30 million, four-lane corridor from the new Ohio River Bridge crossing to S.R. 70 (just south of Chrisney, Indiana). Project length was approximately five miles and included several twin bridge structures, 6,100 feet of MSE walls, open ditch drainage, right-of-way design, substantial environmental mitigation measures and coordination with a joint design partner and two large industrial complexes.

**I-70/Mt. Comfort Road Interchange, Marion County, Indiana**

Project Manager for 1.3 miles of interstate rehabilitation. Specific improvements included replacement of five miles of pavement, upgrading of signage, lighting, guard rails, drainage facilities, interchange modifications and widening of interchange entrance and exit ramps, four bridge deck replacements and widening, clear zone compliance and pavement markings.

**S.R. 39/I-70 Interchange, Hendricks County, Indiana:**

Project Manager for fast-track reconstruction project, which included the widening of the existing two-lane state roadway and exiting ramps from I-70 to the interchange to accommodate the proposed construction of a major theme park by Entertainment, LLC. Project included widening and reconstruction of three bridges, interchange modification, reconstruction of entrance and exit ramps, widening of S.R. 39, installation of traffic signals, phased construction and plan development, signing and lighting design.

**S.R. 46, Ellettsville, Indiana:**

Project Manager for reconstruction of this major east/west arterial roadway, which traverses through the Town of Ellettsville, to improve traffic through and around the town. The project extended from one mile west of Ellettsville to approximately two miles east of the town and included the reconstructing and widening of the existing state roadway from two lanes to five lanes. In addition, a one-way pair system was developed to go through the center of town. The project also included the design and relocation of the sanitary sewer facilities in the corridor, a closed storm drainage system, retaining walls (both modular block and MSE), the design of several new large culverts, two bridges and two traffic signals. The project was divided into three phases to facilitate traffic maintenance.

**S.R. 66, Evansville, Indiana:**

Project Manager for the development of a \$17 million reconstruction project. This eight-mile corridor consisted of a five-mile, four-lane divided rural section and three miles of six-lane urban roadway. The project included a large diameter closed drainage system, MSE walls, curb and gutter, sidewalks, numerous traffic signals and sign designs and a complex traffic maintenance scheme.

**Christopher J. Ogg, PE**

As Deputy Project Manager, Chris brings extensive experience in bridge, structure, and highway design and project management. Chris has managed many varying types of projects, including small structures, major interstate bridges and intersection improvements. He has unique understanding of INDOT policies due to his work as a Consultant Review Project Manager. His project experience includes the following projects:

**82nd Street over I-465, Marion County, Indiana**

Project manager for this fast-track urban bridge rehabilitation project involving sensitive maintenance of traffic issues.

**US 35 NB and SB over I-70, Wayne County, Indiana**

Project Manager for bridge rehabilitation and widening projects. Chris designed reinforced and post-tensioned concrete diaphragms over the piers of these structures in order to eliminate the existing joints. The Project was made more complicated because of the phasing of construction over the interstate.

**INDOT Consultant Review, Indiana**

Project Manager for one of two Consultant Review Teams. Lead a team of engineers and assisted in developing the inaugural INDOT Consultant Review Contract. Managed the review and coordination for over 500 highway and bridge design projects.

**Role**  
Deputy Project Manager (S)

**Education**  
MS/Civil Engineering/Purdue University  
BS/Civil Engineering/Purdue University

**Registrations**  
Professional Engineer:  
Indiana/Massachusetts/Ohio/Illinois

**David Lauer, PLS**

As the Right-of Way Lead, David is a registered land surveyor in the State of Indiana and has nearly 20 years experience in survey and right-of-way engineering. He currently serves as the head of the Survey/Right-of-Way Group for the URS Indianapolis office. Mr. Lauer has served as Right-of-Way Project Manager for various INDOT projects such as SR 9 in Madison/Grant County, US 231 in Spencer County and I-70 and SR 231 in Putnam County. Mr. Lauer has also served as Principal-in-Charge/Project Manager for topographic survey data collection for numerous locations and INDOT projects including the I-70/Mt. Comfort Interchange.

**S.R. 46, Monroe County, Indiana:**

Right-of-Way Project Manager for reconstruction of three miles of S.R. 46 running through the City of Bloomington, Indiana. Developed courthouse research and additional field survey based on INDOT standards and identified and resolved all ownership rights and rights of interest in the seventy-six parcels. Prepared right-of-way plans, computations and legal descriptions including closure checks and right-of-way parcel plats. Project consisted of seventy-six parcels for acquisition – both non-complex and complex takings – including perpetual easements, fee and temporary takes.

**S.R. 9, Madison County, Indiana:**

Right-of-Way Project Manger for the reconstruction of approximately ten miles of S.R. 9. The alignment runs through a rural area along S.R. 9 and part of the City of Alexandria, Indiana. Developed courthouse research and additional field survey based on INDOT standards and identified and resolved all ownership rights and rights of interest in the 196 parcels. Prepared right-of-way plans, computations and legal descriptions that included closure checks and right-of-way parcel plats. Project consisted of 196 parcels for acquisition consisting of both non-complex and complex takings including perpetual easements, fee and temporary takes.

**I-70/Mt. Comfort Road, Hancock County, Indiana:**

Project Principal for location survey for project that involved the reconstruction and realignment of four miles at the intersection of I-70/Mt. Comfort Road. Due to sub standard alignments, shoulder widths and roadways, reconstruction was necessary to update the road and bridges to current standards.

**Role**  
Right-of-Way Lead (URS)

**Education**  
AS/Survey Technology/Vincennes University

**Registrations**  
Professional Land Surveyor:  
Indiana/Kentucky

### Cory Grayburn

Cory brings more than 19 years of experience conducting and managing NEPA studies and preparing associated documents such as Environmental Impact Statements (EIS), Environmental Assessments (EA), and Categorical Exclusions (CE) for transportation projects in Indiana and many other states. Cory's technical areas of expertise include wetlands, terrestrial ecology, wildlife surveys, habitat evaluation and management, and threatened and endangered species. He has extensive experience in public involvement and agency coordination and has conducted presentations at numerous public meetings/hearings and interagency coordination meetings. As part of his overall NEPA work, Cory brings experience in socioeconomic studies, Environmental Justice, farmland assessment, Section 4(f) Evaluations, cultural resource studies (Section 106), water quality, floodplains/floodways and hazardous materials.

#### **SR 431 EA Project, US 31 Improvement Project EIS (\$4.6 million), and US 31 Kokomo Corridor Project EIS (\$2.7 million):**

Project Manager responsible for management of project budgets, schedules, and technical personnel. Also conducted QA/QC of environmental and socioeconomic technical studies and NEPA documentation. The utilization of a GIS for alternative development and impact analysis was a vital part of these projects. Both of the EIS projects involved consultation with the US Fish and Wildlife Service and field surveys for the federally endangered Indiana bat.

#### **Permit Coordinator, I-465 West Leg Project, Indianapolis, Indiana:**

Responsible for agency coordination and the preparation of applicable federal, state, and local environmental permits (e.g., Section 404).

#### **Role**

Environmental Lead (URS)

#### **Education**

BS/Environmental Resource Management/Pennsylvania State University

#### **Certifications**

National Environmental Policy Act (NEPA) Training, INDOT and FHWA

### Eric Smith, PE, PTOE

Eric brings extensive experience in a broad range of transportation projects, including interchange justification studies. He provides guidance to clients in overall transportation project development issues including project programming, identification of funding mechanisms, environmental clearance issues, right-of-way needs, design issues and public involvement. He has extensive experience with Ohio Department of Transportation projects including Traditional and Non-Traditional LPA projects for local municipalities.

#### **S.R. 8/Seasons Road Interchange Justification Study, Ohio:**

Project Principal responsible for professional engineering services for the justification of a new interchange on S.R. 8 at Seasons Road, on the border of the Cities of Stow and Hudson. Continued interaction with officials from Stow and Hudson, as well as Cuyahoga Falls, the Akron Metropolitan Area Transportation Study (AMATS), Summit County and the Ohio Department of Transportation (ODOT), has kept the project moving forward. A major task has been to determine how much future development will occur in the area, and if it will generate sufficient traffic to warrant a new interchange. Currently, the Interchange Justification Study proposes a diamond interchange.

#### **I-77/C.R. 80 Interchange Justification Study, Dover, Ohio:**

Project Principal providing professional engineering services for the justification of a new interchange on I-77 at C.R. 80. Working closely with City officials, as well as ODOT District Eleven, projections of traffic generation due to future residential, commercial and industrial developments determined that a new interchange may be warranted. Certified 20-year traffic forecast volumes are being used to assess the current vehicle operating parameters at the existing adjacent interchanges, as well as on the local road network, and the effect of the proposed improvements. The study requires traffic analyses, capacity analyses and coordination with ODOT Central Office and ODOT District Eleven.

#### **Role**

Interchange Justification Lead (URS)

#### **Education**

MBA/Business Administration/Virginia Commonwealth University  
BS/Civil Engineering/University of Akron

#### **Registrations**

Professional Engineer:  
Ohio  
Professional Traffic Operations Engineer



## Frank Sailer, PE

Frank brings over 24 years of experience in design, review, and construction administration for municipal highway and bridge projects. He has developed multiple bridge repair projects, from determining the scope to preparation of all the contract documents. Mr. Sailer has served as the Project Manager for over 75 bridge rehabilitation projects for INDOT, including the recently completed I-70 over Deer Creek bridge rehabilitation in Putnam County, with an estimated construction cost of \$5.5 million. His project management experience with previous firms includes the recently completed **I-90 over Ramps G and H bridge replacement at the I-65/I-90 interchange**, which had an estimated construction cost of \$2 million.

### **I-80/90 over U.S. 33, Juniper Road and S.R. 23, St. Joseph County,**

**Indiana:** Team leader for the rehabilitation, widening and deck replacement for three twin steel beam bridges.

### **Indiana Toll Road, St. Joseph County, Indiana:**

Project Manager for the design of two structure bridge widening and superstructure replacement project.

### **S.R. 912 over U.S. 20, Lake County, Indiana:**

Project Manager for the design of a deck replacement and widening for a four-span continuous composite steel beam bridge.

### **S.R. 69 over Black River, Posey County, Indiana:**

Project Manager for the design of a nine-span prestressed bulb-tee and continuous composite steel girder bridge on new alignment.

#### **Role**

Bridge Design Lead (URS)

#### **Education**

BS/Civil Engineering/Valparaiso University

#### **Registrations**

Professional Engineer:  
Indiana

## Todd Burch, PE

Todd brings extensive experience in rural and urban roadway design, highway design and project management. He has managed a variety of roadway projects, including intersection improvements, signal design, rural and urban roadway design and interstate projects. Todd has also served as an INDOT Consultant Reviewer, giving him a unique understanding of INDOT policies. He will apply this understanding to the roadway design portion of your project.

### **U.S. 41 Added Travel Lanes, Lake County, Indiana:**

Project Manager responsible for finalizing design and preparing final quantities and plans. The project involved the addition of a two-way left turn lane, eight new signals and the addition of a sidewalk along each side of the roadway. This was the first INDOT project to use Subsurface Utility Exploration (SUE) to determine accurate utility locations. Design changes were made accordingly to avoid delays during construction.

### **U.S. 27 Added Travel Lanes, Richmond, Indiana:**

Project Manager responsible for the design of the roadway, including the profile grade, superelevation of the roadway, new storm sewer and geometrics. This project included the addition of a two-way left turn lane, widening the shoulder and placing a curb and gutter at the edge of the shoulder.

### **U.S. 231 & S.R. 162 Interchange, Spencer County, Indiana:**

Performed design of alignment, superelevation and profile grade for two of the four ramps for the interchange.

### **City of Greenwood, Emerson Avenue from Main Street to County Line Road, Greenwood, Indiana**

Project Engineer responsible for signal design, drainage design and pavement markings design. This project consisted of removing the existing two lane roadway and constructing a five lane roadway with multi-use paths on each side of the roadway.

#### **Role**

Roadway Design Lead (S)

#### **Education**

BS/Civil Engineering/Rose-Hulman Institute of Technology

#### **Registrations**

Professional Engineer:  
Indiana

## Rick Rayback, PLS

Rick has over 37 years of experience with Schneider Corporation. During that time, he has served as a Party Chief for 23 years and as the Survey Department Coordinator. Rick has performed a wide array of surveys, including second order horizontal and vertical control projects throughout the Midwest. Rick is the primary project surveyor and client liaison for INDOT, delivering surveying services on an as needed basis.

### S.R. 26 west of I-65 at Lafayette, Tippecanoe County, Indiana:

Project surveyor in charge of topographic and location control route survey for a three mile project to add travel lanes and improve interstate on and off ramps.

### I-465 west Leg and I-70 Fast Track, Marion County, Indiana:

Project surveyor in charge of the primary control for a 25 mile Interstate reconstruction project. Provided supplemental topography and location control route survey of a three mile segment.

### I-80/I-94 (Borman Expressway), Lake County, Indiana:

Project surveyor in charge of the topography and location control route survey of a five mile segment for added travel lanes on I-80/I-94.

#### Role

Survey Lead (S)

#### Registrations

Professional Land Surveyor:  
Indiana

## Dawn Replogle, PE

Dawn brings nearly 15 years of engineering experience, primarily serving the needs of the Indiana Department of Transportation and municipalities. She brings extensive overall project management, structural and civil engineering practices in design, project development, environmental assessment process and funding. As a project principal and project manager, her specific experience involves every phase of a given project from design through construction. She will be readily available to the City of Crown Point and INDOT and will initiate periodic contact to ensure effective client/project team communications and regulatory compliance throughout the project's duration. Dawn has served as project principal/project manager on a variety of relevant projects including:

### I-65/State Route 60 Interchange, Cementville, Indiana:

Deputy Project Manager on the fast-track alternative design for the reconstruction of a diamond interchange, rehabilitation of existing bridge structure, addition of travel lanes on the mainline and sign modernization.

### US-231 New Road Construction, Spencer, Indiana:

Project Manager for Phase IV of a proposed INDOT project that will extend US-231 from I-64 to the new Natcher Bridge over the Ohio River. Project activities included the design of approximately three miles of new divided arterial including three bridge crossings and the design of a new at-grade intersection of US-231/SR 62 and the relocation and closure of several County roads.

### Twyckenham Boulevard Overpass, Lafayette, Indiana:

Project Manager for New grade separation over Norfolk Southern rail facilities and a proposed extension of Twyckenham Boulevard. The \$10 million project included new construction of an 820-foot five-span steel plate girder bridge, two signalized intersections, mechanically stabilized earth walls and an extension of a new sanitary force main.

#### Role

Principal-in-Charge/  
QA/QC Lead (URS)

#### Education

BS/Civil Engineering/Purdue  
University

#### Registrations

Professional Engineer:  
Indiana

#### Certifications

National Environmental Policy Act  
(NEPA) Training, INDOT and FHWA

**Downtown Transit Center Environmental Document, Indianapolis, Indiana:** Principal-in-Charge/Co-Project Manager for the environmental documentation for the Downtown Transit Center. The NEPA process for this project required an aggressive schedule to capture earmarked federal funding. URS completed the document in five months versus the normal 12 month process. This project required an extensive Section 106 process, public involvement, land acquisition and coordination with the City of Indianapolis and Federal Transit Authority.



Mike Wylie

Mike currently serves as the Director of Operations for the Lafayette and Merrillville Office for Schneider. In this role, he has served as the client advocate on numerous projects. His responsibilities include departmental operations, administration and direction, personnel management and overall department performance and client satisfaction. Mike's expertise includes master planning and engineering design of both public and private sectors.

Purdue University, West Lafayette, Indiana:

Project Manager for numerous projects including: Purdue Bell Tower Site Improvements, Vawter Field Sports Facility, Memorial Mall Drive Revitalization, Duct Bank 2005 (Wade Power Plant), Third Street Duct Bank 2004, Stadium Avenue Roadway Reconstruction/Duct Bank/Chilled Water Distribution planning and design and Purdue West Commercial Improvements.

Unity Medical Park, Lafayette, Indiana:

Project Manager for the development of master planning and infrastructure design. Design included individual sites within the complex. Also managed the site development for the projects.

Fort Harrison State Park, Garrison Campus, Lawrence, Indiana:

Project Manager and designer for various sites including: Fort Harrison Garrison Clubhouse and Retreat Center, Garrison Parking Facility and multiple parking and public transportation areas within the State Park.

Role

Client Liaison/  
Community Involvement (S)

Education

BS/Civil Engineering/Purdue  
University

Certifications

National Environmental Policy Act  
(NEPA) Training, INDOT and FHWA

Kate Zale

Kate has 17 years experience in traffic engineering and planning projects in the public and private sector. Her expertise includes traffic impact and planning studies; intelligent transportation systems (ITS); large-scale traffic modeling projects and data collection efforts; incident management studies; corridor studies, freeway traffic management studies; interchange analysis; traffic circulation studies and alternative analysis. She has conducted over 50 Traffic Impact Assessments (TIAs) in more than nine states.

Context Sensitive Solution (CSS) Contract, INDOT

Project Manager for INDOT's Context Sensitive Solution (CSS) consultant contract. Schneider is responsible for developing an implementation plan to integrate CSS into INDOT's transportation planning and project development process. They will identify program, process and project level criteria and a measurement framework; provide CSS training; and perform CSS on several pilot projects. Their 3D multimedia visualization techniques will be applied at key milestones in the pilot project phase.

The CSS process involves the early and continuous engagement of stakeholders to provide a transportation project that simultaneously advances safety and mobility for all modes of transportation, and provides innovative design solutions to fit with the character of the surrounding environment. The benefit of this process is that the landscape, the community and valued resources are understood before engineering design is started, leading to balanced decision making.

Critical to a successful CSS program is proceeding with an understanding of all stages of the project development process from conception and planning to construction and maintenance. As INDOT's consultant, Schneider's multi-disciplined team is in a unique position to advance INDOT to a TOP-DOT organization and one of only several states to have complete policy, program and in-house training programs consistent with FHWA's goal.

I-43/94Traffic Management Assessment, Southeastern Wisconsin

Performed an assessment of freeway operations on I-43/94 from the Silver Spring Interchange to the Airport Spur. The study involved extensive data collection for input and calibration into the CORSIM model. Along with the crash analysis, the model was used to identify operational and safety concerns and to identify mitigation needs during a planned resurfacing project.

Role

Context Sensitive Solutions (S)

Education

BS/Civil Engineering/Marquette  
University

Certifications

National Environmental Policy Act  
(NEPA) Training, INDOT and FHWA

**Craig Rogers**

As a Senior Project Manager, Craig has managed and designed transportation projects of varying size and complexity. He is experienced in the preparation of highway plans, specifications and construction documents for state and local agencies. In the last 17 years he has been integrally involved in the design or management of more than 30 road and bridge projects.

**SR 43 Road Reconstruction, Tippecanoe County, Indiana**

Project Manager for the reconstruction of SR 43 and intersecting ramps of I-65. The project involves complete reconstruction of SR 43 through the interchange area, including adjustments for vertical clearances, widening, removal of substandard barriers, improvement of sight distances at ramp intersections with SR 43, retaining walls and replacement of signs and supports. The proposed improvement is to completely reconstruct SR 43 and add a southbound left turn lane to relieve congestion at peak hours for the ramp to southbound I-65.

**Route 288 Corridor, Virginia**

Lead Designer for a 12.5 mile project that included five interchanges of varying size and complexity. Project was designed as two lane rural freeway interim construction on ultimate six lane rural freeway footprint along new alignment. Prepared documents and plans for study, developed right-of-way, and final construction documents including stringent stormwater management practices conforming to the Chesapeake Bay Act requirements.

**Role**

Roadway Design (S)

**Education**

Business Administration and  
Drafting/Tyler Junior College

**Metropolis Mall Area Road Project Phase I, Plainfield, Indiana**

Project Manager for fast-tracked phased design of an east-west four lane urban boulevard on new alignment. Project also involved north-south two lane urban design with two way left turn lane. Project included new water main design, design and coordination of stormwater management, coordination with adjacent regional mall site development design and construction, right-of-way engineering and structure design for creek crossing. **Project was completed in four months** and utilized INDOT standards

**Shawn Strange, PE**

Shawn brings 10 years of experience in highway design, traffic design and construction for INDOT projects. Projects under his design and management include: added travel lanes, interchange modification and reconstruction, intersection improvements, traffic signal, urban storm sewer drainage and the new Rule 5 requirements for post-construction pollution runoff.

**US 41 near Vincennes, Indiana**

Project Manager for the \$14 million Road and Bridge Rehabilitation of 3.1 miles of divided highway with interchange reconstruction at US 50 and SR 67. The project includes vertical realignment to obtain clearance for over passing bridges and pavement rubblization and reconstruction. Two interchanges totaling 3.5 miles of reconstructed ramps are being reconstructed to meet current INDOT standards.

**SR 229, Batesville, Indiana**

Project Manager for the design of SR 229 project including added travel lanes, traffic signal modernization and storm sewer design. The project includes complete reconstruction of road vertical and horizontal alignment to meet current urban INDOT standards.

**INDOT, Various Locations, Indiana**

At INDOT, Shawn was responsible for the review and project management of over thirty consultant designed plans and oversight of the design of several design projects. Responsibilities included review and management of over 30 INDOT road projects ranging from intersection improvements to interchange modification and added travel lanes. Road design of five projects ranging from intersection design to added travel lanes and storm sewer improvements.

**Role**

Roadway Design (URS)

**Education**

BS/Civil Engineering/Purdue  
University

**Registration**

Professional Engineer: Indiana

**Certifications**

National Environmental Policy Act  
(NEPA) Training, INDOT and FHWA

## 1. Project Team

Key Staff	Role	% of Dedication
Alan DeLaunay, PE	Project Manager	90%
Chris Ogg, PE	Deputy Project Manager	90%
David Lauer, PLS	Right-of-Way Lead	90%
Cory Grayburn	Environmental Lead	80%
Eric Smith, PE, PTOE	Interchange Justification	60%
Frank Sailer, Jr., PE	Bridge Design Lead	80%
Todd Burch, PE	Roadway Design Lead	80%
Rick Rayback, PLS	Survey Lead	80%
Dawn Replogle, PE	Principal-in-Charge	20%
Mike Wylie	Client Liaison	50%
Kate Zale	Context Sensitive Solutions	60%
Craig Rogers	Roadway Design	90%
Shawn Strange	Roadway Design	90%

**Subconsultants:** See Identification and Qualifications

### Key Staff Experience

Project Manager Al DeLaunay will have overall responsibility of team leadership, project management and the continuing advancement of the City's goals and objectives. He will manage all of the project team activities on a day-to-day basis while reviewing roadway design concepts and the preparation of contract documents and specifications. Al will serve as the primary point of contact with the City's Engineer, Mr. Bill Meeks and will have ultimate responsibility for the successful completion of the project.

Chris Ogg will serve as Deputy Project Manager. Chris brings 20 years of experience in the design and preparation of construction plans for road and bridges for local, county and state agencies. Eric Smith will manage one of the critical disciplines for this project: the interchange justification study. Eric has 20 years of experience and has completed numerous interchange justification studies throughout the Midwest.

Cory Grayburn, will lead the preparation of the environmental studies. Cory brings more than 15 years experience developing transportation projects and has led the development of several NEPA documents for INDOT and other agencies. David Lauer, with the assistance of Larry Ballantyne will lead the right-of-way acquisition effort. David brings over 20 years of experience in developing and overseeing right-of-way acquisition documents. Mike Wylie will serve as the

coordinator of the project related local government approvals. Mike brings over 18 years of experience coordinating complex inter-jurisdictional projects.

## 2. Capacity

Our team has the capacity, staff availability and technical expertise to serve on your contract throughout its duration. Combined, we have more than 150 locally-based transportation personnel. In addition, URS has made provisions to call upon regional and national resources to make sure we can deliver according to the schedule.

## 3. Current Projects

Our team has highlighted its current project commitments in the Current and Completed Projects form. Many of our key staffs' current design projects are nearing completion, leaving capacity to complete your project on time.

## 4. Project Approach Project Understanding

URS understands the importance of this project to the City of Crown Point and its residents. Our team offers the following capabilities that no other firms can offer:

1. Schneider Corporation has been intimately involved in the development of standards associated with corridors within the City and has participated in the development of the I-65 Corridor Development Guidelines. Major improvements to 109<sup>th</sup> Avenue will be required to meet these guidelines.
2. URS is accustomed to "fast-track" projects. This year, URS has been working with IndyGo and the City of Indianapolis to save \$14M in earmarked funding by **condensing the schedule for the NEPA document process from 12 months to 5 months.** To date, the project will be completed in August, ahead of schedule.
3. The URS/Schneider team has a strong working relationship with the INDOT LaPorte District and Central Office and the City of Crown Point so we can provide continuous intergovernmental cooperation to meet the project schedule.

Four areas will be crucial to the successful completion of the project within the agreed schedule:

1. The traffic analysis and development of the Interchange Justification Study (IJS). This study not only describes the area and traffic conditions, but sets the design concept for the interchange itself. In other words, if the IJS approves construction of a diamond interchange, only a diamond interchange can be designed and constructed without additional approvals.

2. The identification and resolution of environmental issues within the first few months of the project development.
3. Delineation and acquisition of the necessary rights-of-way.
4. Continuous communication and coordination within the project team, with the City of Crown Point personnel and with INDOT and other outside agencies.

### Our Approach

Our team's approach to this project is designed to compress the normal project development schedule by **advancing the IJS, environmental studies, design and right-of-way acquisition activities concurrently.** Utilizing a "fast-track" concept, each phase will commence immediately upon development of the minimum information necessary to proceed. While the IJS is being developed, the environmental services, a necessary piece of the study, will be ongoing. Preliminary design concepts will be developed concurrently with the IJS such that the necessary right-of-way needs can be defined early in the project schedule.

### Innovative Concepts

Several ideas have been discussed by our team that would focus on compressing the project schedule while at the same time providing the City the assurance that other improvements completed by the City for the 109<sup>th</sup> Avenue Corridor would be smoothly integrated into the corridor concepts. We have identified four innovative concepts that will enable us to meet the schedule:

1. **Design Review Compression** – In other fast-track projects, we have developed alternative methods to enable us to compress the amount of time that design submittals are subject to. Specific approaches to compress the design review process include the use of design review meetings between URS/Schneider, City of Crown Point and INDOT versus the current nine submittal process. We anticipate a reduction of INDOT's review time by 4 to 6 months allowing more time for design activities and overall reduction of the schedule.
2. **Weekly Client Meetings** – URS proposes to conduct weekly project coordination meetings with City personnel. The purpose of these meetings is for early identification of design related issues, resolution of potential problems and coordination of project progress.
3. **Begin Right-of-way Acquisition at the Preliminary Engineering Stage** – The early development of a profile for the interchange and 109<sup>th</sup> Avenue would allow for the project right-of-way taking to be defined and right-of-way engineering documentation to be started. Even though the land takings may be more than required for the development of the interchange, the additional area can be utilized to accommodate

extension of utilities, thus eliminating the time associated with utility companies negotiating with these same property owners for an easement along those parcels.

4. **Compress Land Acquisition Review Submittals** – Several alternative methods have been developed that would promote INDOT's review of land acquisition documents in a more efficient manner. Our team will utilize these processes to shorten the schedule for this phase by several weeks.

Our team has a number of other ideas that will afford innovation to compress the schedule without compromising the quality and integrity of the project. We propose to meet with City personnel to review the final project scope, discuss and validate additional ideas and implement approved ideas.

### Cost Control

The URS/Schneider Team is sensitive to the issues of scope creep and cost overruns. To control cost, the team will develop a total project cost for the proposed improvements early in the project, coupled with continual management of the estimated cost as the design progresses. This is important to the successful completion of the project within budget. **The following are just a few ways to save time and money:**

1. The new interchange will require two new bridges over I-65 and approximately two miles of ramps. For the bridge, concrete and steel superstructure alternates will be investigated for cost effectiveness. To take advantage of our range of expertise, URS will investigate post-tensioned concrete box girders and steel box girders as non-conventional alternates for the superstructure type for additional cost savings.
2. The most critical and complex elements of the total program cost during development and management are those related to utility relocation, right-of-way acquisition and their potential effect on construction. By closely monitoring, managing and identifying potential design alternatives we are able to minimize the impacts and their effect on cost and schedule performance.
3. Near the end of the preliminary and final design phases, we will also perform a constructability review. The review will focus on "thinking like a contractor" to identify plan presentation elements, pay items and specification language that would potentially expose the City of Crown Point to costly change orders. The review will be performed early enough in the process to provide opportunity to incorporate recommended changes. The process will reduce the overall project cost by reducing potential change orders.

New Interchnage Project Development on I-65 in Crown Point

AFFIRMATIVE ACTION CERTIFICATION

I do hereby certify that it is the intention of my company to affirmatively seek out and consider certified DBEs to participate as part of this proposal

I understand and agree that all subconsulting in connection with this proposal, whether undertaken prior to or subsequent to the notice to proceed will be in accordance with the requirements for the Disadvantaged Business Enterprise Program, included elsewhere in this RFP. I understand and agree that no subcontracting will be approved or commenced until the Department of Transportation has reviewed and approved the affirmative actions taken by my company or me.

I understand that utilization of certified DBEs is in addition to all other equal employment requirements of this RFP.

I acknowledge that this certification is to be made an integral part of this proposal.

I understand and agree that the submission of a blank certification shall cause the proposal to be rejected.

I hereby certify that contact has been made with the certified DBEs listed in this certification. If my company becomes the CONSULTANT, the certified DBEs have tentatively agreed to perform the services. I understand that neither my company nor I will be penalized for amounts achieved over or under the amount shown for voluntary DBE utilization anticipated over the goal. However, INDOT may request an explanation for any variances.

SUBCONSULTANTS

Certified DBE Name & Address

Type(s) of Work

1.	ASC Group, 4620 Indianola Ave., Columbus, Ohio	Archaeological Investigations
2.	Booth and Associates, 3833 N. Meridian St., #327	Land Acquisition Services
3.		
4.		
5.		
6.		

Approximate Percentage Credited toward DBE Goal (RC) \_\_\_\_\_ 5%

Approximate Percentage of Voluntary DBE Work Anticipated over DBE Goal (RN) \_\_\_\_\_ 0%

Name of Company URS Corporation

By: \_\_\_\_\_

Date

7/21/2006

Dawn M. Replogle, PE, VP

Individual's Name and Title (printed or typed)

Name of Firm: URS Corporation

<b>Contract</b> I-64 Bridge Inspection		1	
<b>Description:</b>			
<b>Prime Consultant</b>	<b>Active</b>	<b>Contract Date:</b>	3/1/06
A. Total or Estimated Contract Amount:		\$150,000.00	
		Total Remaining Amount Unbilled:	\$67,500.00
B. Unbilled Amount Expected to be Completed by Subconsultants:			\$49,021.00
C. Net Remaining Amount Unbilled (A. minus B.):			\$18,479.00
D. Estimated No. of Years to		1	
E. Estimated Annualized Contract Balance (C. / D.):			\$18,479.00

<b>Contract</b> SR 912 (Cline Avenue) Bridge Inspection		2	
<b>Description:</b>			
<b>Prime Consultant</b>	<b>Active</b>	<b>Contract Date:</b>	3/30/06
A. Total or Estimated Contract Amount:		\$4,226,654.00	
		Total Remaining Amount Unbilled:	\$4,158,457.00
B. Unbilled Amount Expected to be Completed by Subconsultants:			\$3,450,598.00
C. Net Remaining Amount Unbilled (A. minus B.):			\$707,859.00
D. Estimated No. of Years to		3	
E. Estimated Annualized Contract Balance (C. / D.):			\$235,953.00

<b>Contract</b> US 12 Bascule Bridge Inspection and Rehabilitation		3	
<b>Description:</b>			
<b>Prime Consultant</b>	<b>Pending</b>	<b>Selection Date:</b>	5/18/06
A. Total or Estimated Contract Amount:		\$500,000.00	
		Total Remaining Amount Unbilled:	\$500,000.00
B. Unbilled Amount Expected to be Completed by Subconsultants:			
C. Net Remaining Amount Unbilled (A. minus B.):			\$500,000.00
D. Estimated No. of Years to		2	
E. Estimated Annualized Contract Balance (C. / D.):			\$250,000.00

<b>Contract</b> Ohio River Fracture Critical Bridge Inspection 2006 (2004 complete and have not received NTP for 2006)		4	
<b>Description:</b>			
<b>Prime Consultant</b>	<b>Pending</b>	<b>Selection Date:</b>	6/1/04
A. Total or Estimated Contract Amount:		\$150,000.00	
		Total Remaining Amount Unbilled:	\$150,000.00
B. Unbilled Amount Expected to be Completed by Subconsultants:			\$90,000.00
C. Net Remaining Amount Unbilled (A. minus B.):			\$60,000.00
D. Estimated No. of Years to		2	
E. Estimated Annualized Contract Balance (C. / D.):			\$30,000.00



Name of Firm: URS Corporation

<b>Contract</b> 2003 On-Call Roadway Design Contract		9
<b>Description:</b>		
<b>Prime Consultant</b>	<b>Active</b>	<b>Contract Date:</b> 2/25/04
A. Total or Estimated Contract Amount:	\$469,200.00	
	Total Remaining Amount Unbilled:	\$157,759.00
B. Unbilled Amount Expected to be Completed by Subconsultants:		\$42,100.00
C. Net Remaining Amount Unbilled (A. minus B.):		\$115,659.00
D. Estimated No. of Years to	1.5	
E. Estimated Annualized Contract Balance (C. / D.):		\$77,106.00

<b>Contract</b> SR 229		10
<b>Description:</b>		
<b>Prime Consultant</b>	<b>Active</b>	<b>Contract Date:</b> 8/31/00
A. Total or Estimated Contract Amount:	\$221,400.00	
	Total Remaining Amount Unbilled:	\$13,754.00
B. Unbilled Amount Expected to be Completed by Subconsultants:		\$4,700.00
C. Net Remaining Amount Unbilled (A. minus B.):		\$9,054.00
D. Estimated No. of Years to	1	
E. Estimated Annualized Contract Balance (C. / D.):		\$9,054.00

<b>Contract</b> US 41 Road Rehabilitation - Knox County Des No. 9707140		11
<b>Description:</b>		
<b>Prime Consultant</b>	<b>Active</b>	<b>Contract Date:</b> 5/29/01
A. Total or Estimated Contract Amount:	\$691,200.00	
	Total Remaining Amount Unbilled:	\$93,348.00
B. Unbilled Amount Expected to be Completed by Subconsultants:		\$36,000.00
C. Net Remaining Amount Unbilled (A. minus B.):		\$57,348.00
D. Estimated No. of Years to	1.5	
E. Estimated Annualized Contract Balance (C. / D.):		\$38,232.00

<b>Contract</b>		12
<b>Description:</b>		
<b>Subconsultant</b>	<b>Pending</b>	<b>Selection Date:</b>
A. Total or Estimated Contract Amount:		
	Total Remaining Amount Unbilled:	
B. Unbilled Amount Expected to be Completed by Subconsultants:		
C. Net Remaining Amount Unbilled (A. minus B.):		
D. Estimated No. of Years to		
E. Estimated Annualized Contract Balance (C. / D.):		

## CURRENT AND COMPLETED PROJECTS

**Name of Firm:** URS Corporation, **Date:** July 21, 2006

List all current highway projects assigned to the personnel that would also be working on contract assignments associated with this RFP item, sorted in order from lowest percent of completion to highest.

Also, after the list of current projects, list the same information for representative projects completed within the last five (5) years which have similar characteristics to those associated with this RFP item. Projects completed under the direction of project managers while employed by other firms may be listed, if clearly identified as such, and may also be highlighted in resumes' elsewhere in the Lol.

a.	Project Name / Location	Project Manager	Construction Cost	% or Yr Complete	Client
b. Services being provided (ex. - Survey, Road Design, Bridge Design, Construction Inspection, etc.)					
a.	Main Street Bridge Replacement	Frank Sailer	\$2.5M	30%	Harrison County
b.	NEPA Document, Survey, Roadway and Bridge Design, Geotechnical, ROW Engineering and Acquisition Services				Kevin Russell
a.	I-71 at Big Walnut Road	Eric Smith	\$15M	35%	Delaware County
b.	Access Justification Study				Chris Bauserman
a.	US 42 Small Structure Replacement	Shawn Strange	\$340,000	40%	INDOT
b.	Roadway and Culvert Design				Jim Arend
a.	Akron Central Interchange Categorical Exclusion/Akron, Ohio	Larry Jacobsen	\$250M	40%	ODOT
b.	NEPA Studies and Documentation – Cory Grayburn NEPA Task Leader				Brian Peck
a.	SR 144 at Kitchen Road	Shawn Strange	\$1.2M	45%	INDOT
b.	Roadway and Storm Sewer Design				Shariq Husain
a.	US 41 Small Structure Replacement	Shawn Strange	\$575,000	45%	INDOT
b.	Roadway and Culvert Design				Jim Arend
a.	2004-2008 On-call Traffic Counting Contract	Ryan Elliott	N/A	50%	INDOT
b.	Various Traffic Counting and Analysis Assignments				Scott MacArthur
a.	On-Call Signal Design	Ryan Elliott	N/A	50%	INDOT
b.	Various Signal Design assignments (contract expires on June 29, 2006)				Alfredo Hanza
a.	SR 56 at CR 350	Shawn Strange	\$900,000	60%	INDOT
b.	Roadway, Retaining Wall, Traffic Signal & Storm Sewer Design				Mohammad Bari

# CURRENT AND COMPLETED PROJECTS

a. US 41 Roadway Rehabilitation	Shawn Strange	\$13M	70%	INDOT
b. Roadway, Sign, Traffic Signal and Bridge Design				Greg Carlton
a. US 224 Road Replacement	Shawn Strange	\$1.4M	70%	INDOT
b. Roadway, Traffic Signal & Storm Sewer Design				Warner Moses
a. US 231 at SR 240 Intersection Improvement	Shawn Strange	\$725,000	70%	INDOT
b. Roadway, Traffic Signal & Storm Sewer Design				Jim Arend
a. Cleveland Innerbelt EIS/Cleveland, Ohio	Scott Buchanan	\$800M	70%	ODOT
b. NEPA Studies and Documentation – Cory Grayburn NEPA Task Leader				Craig Hebebrand
a. SR 46 Landslide Correction	Shawn Strange	\$1.1M	70%	INDOT
b. Roadway and Retaining Wall Design				Warner Moses
a. SR 57 at CR100 Intersection Improvement	Shawn Strange	\$650,000	75%	INDOT
b. Roadway & Storm Sewer Design				Mohammad Bari
a. SR 127 at Mill Street	Shawn Strange	\$480,000	75%	INDOT
b. Roadway, Traffic Signal & Storm Sewer Design				Gary Pence
a. US 27 at Parkway Street	Shawn Strange	\$560,000	75%	INDOT
b. Roadway, Traffic Signal & Storm Sewer Design				Gary Pence
a. SR 229 Roadway Rehabilitation	Shawn Strange	\$3M	95%	INDOT
b. Roadway, Signs, Retaining Wall, Traffic Signal & Storm Sewer Design				Warner Moses
a. SR 8 at Seasons Road/Steels Corners Road	Eric Smith	\$15M	95%	City of Stow, OH
b. Access Justification Study				Jim McCleary
a. US 31 Kokomo Corridor Project EIS/Kokomo, Indiana	Matt Weir	\$200M	2006	INDOT
b. NEPA Studies and Documentation (Cory Grayburn Deputy PM)				Janice Osadcuk
a. US 231/Spencer County, Indiana (Ohio River to SR 70)	Al DeLaunay	\$30M	2006	INDOT
b. Bridge and Roadway Design, ROW, Env. Mitigation (Completed with previous firm)				Vladimir Ilyin
a. SR 37 Madison/Grant Counties, Indiana	David Lauer	N/A	2006	INDOT
b. Right-of-Way Plan Development and Services for 85 parcels (Completed with previous firm)				Ron Raney

## CURRENT AND COMPLETED PROJECTS

a. SR 66 at Stockwell Road	Shawn Strange	\$1.4M	2006	INDOT
b. Roadway, Storm Sewer and Signal Design				Gary Pence
a. SR 67 at SR 1 Intersection Improvement	Shawn Strange	\$1.3M	2006	INDOT
b. Roadway, Storm Sewer and Signal Design				Mohammad Bari
a. SR 57 at Booneville New Harmony Road	Shawn Strange	\$1M	2006	INDOT
b. Roadway, Storm Sewer and Signal Design				Mohammad Bari
a. SR 28 at 29 <sup>th</sup> Street	Shawn Strange	\$764,000	2006	INDOT
b. Roadway & Storm Sewer Design				Mohammad Bari
a. SR 47 over Offield Creek in Montgomery County, Indiana	Frank Sailer	\$1.8M	2005	INDOT
b. Bridge Replacement – Bridge and Roadway Design (Completed with previous firm)				Randy Strain
a. SR 47 over Rattlesnake Creek in Montgomery County, Indiana	Frank Sailer	\$1.5M	2005	INDOT
b. Bridge Replacement - Bridge and Roadway Design (Completed with previous firm)				Randy Strain
a. SR 9 Madison County, Indiana	David Lauer	N/A	2005	INDOT
b. Right-of-Way Plan Development for 196 parcels (Completed with previous firm)				Ron Raney
a. IPTC Downtown Transit Center Study – Phase I and II	Don Yuratovac/Dawn Replogle	N/A	2005	IndyGo
b. Bus Operations, Env. Phase I, NEPA document, Public Involvement				Gil Holmes
a. I-77 at County Road 80	Eric Smith	\$10M	2005	ODOT
b. Access Justification Study				Tom Stratton
a. I-77 at US 250 (Strasburg)	Eric Smith	\$5M	2004	ODOT
b. Access Modification Study				Rod Wilson
a. I-70 over Deer Creek/Putnam County, Indiana	Frank Sailer	\$5.5M	2004	INDOT
b. Bridge Rehabilitation – Bridge Design (Completed with previous firm)				James Karr
a. Ameriplex Boulevard Extension	Al DeLaunay	\$5M	2004	Indy DPW
b. Roadway and Signal Design, ROW engineering (Completed with previous firm)				Mike Smith
a. US 231 over Southern Railroad, Little Pigeon Creek & Branch of Little Pigeon Creek	Dawn Replogle	\$5M	2004	INDOT
b. Bridge Design (Completed with previous firm)				Tom Seeman

# **CURRENT AND COMPLETED PROJECTS**

a. Carson Avenue over I-465 and Lick Creek/Marion County, Indiana	Frank Sailer	\$1.5M	2004	INDOT
b. Bridge Rehabilitation – Bridge Design (Completed with previous firm)				Dan Wampler
a. SR 1 at Sawmill Road Intersection Improvement	Shawn Strange	\$1M	2004	INDOT
b. Roadway & Traffic Signal Design				Russ Brittain
a. Branigin Boulevard/City of Franklin	Al DeLaunay	\$1M	2004	City of Franklin
b. Roadway Design, ROW, Utility Coordination, Construction Inspection (Completed with previous firm)				Mike Buening
a. SR 245 Spencer County, Indiana	David Lauer	N/A	2004	INDOT
b. Right-of-Way Plan Development for 48 parcels (Completed with previous firm)				Ron Raney
a. I-77 at SR 36	Eric Smith	\$5M	2004	ODOT
b. Access Modification Study				Rod Wilson
a. SR 46 Road Rehabilitation from SR 9 to SR 3	Shawn Strange	\$22,140,000	2003	INDOT
b. Roadway, Traffic Signal, Retaining Wall & Storm Sewer Design				Jim Arend
a. SR 145 over Moores Ridge Branch/Orange County	Frank Sailer	\$350,000	2003	INDOT
b. Bridge Rehabilitation – Bridge Design (Completed with previous firm)				Dan Wampler
a. SR 1 over Haines Creek/Jay County, Indiana	Frank Sailer	\$160,000	2003	INDOT
b. Bridge Rehabilitation – Bridge Design (Completed with previous firm)				Greg Katter
a. SR 58 over Busseron Creek/Sullivan County, Indiana	Frank Sailer	\$250,000	2003	INDOT
b. Bridge Rehabilitation – Bridge Design (Completed with previous firm)				Dan Wampler
a. US 50 over Wayman Ditch/Jackson County	Frank Sailer	\$550,000	2003	INDOT
b. Bridge Rehabilitation – Bridge Design (Completed with previous firm)				Dan Wampler
a. Evansville-Princeton Road over I-64/Gibson County	Frank Sailer	\$400,000	2003	INDOT
b. Bridge Rehabilitation – Bridge Design (Completed with previous firm)				Dan Wampler
a. SR 39 over Mill Creek/LaPorte County	Frank Sailer	\$200,000	2003	INDOT
b. Bridge Rehabilitation – Bridge Design (Completed with previous firm)				George Synder
a. Covington-Springtown Road over I-74/Fountain County	Frank Sailer	\$600,000	2003	INDOT
b. Bridge Rehabilitation (Completed with previous firm)				James Kart

# CURRENT AND COMPLETED PROJECTS

a. SR 162 over Indian Creek – Bridge Design	Frank Sailer	\$400,000	2003	INDOT
b. Bridge Rehabilitation – Bridge Design (Completed with previous firm)				Dan Wampler
a. On-Call Bridge Assigned Services Contract	Dawn Replogle	Various	2003	INDOT
b. Design for Various Small Structures Replacements (Completed with previous firm)				John Wright
a. Cumberland Community Improvement District	Ryan Elliott	N/A	2003	Cobb County, GA
b. Nineteen intersection corridor timing and coordination improvement plan for seven time periods				Dave Garrett
a. Buffington Road at Naturally Fresh Boulevard	Ryan Elliott	\$100,000	2003	Fulton County, GA
b. Traffic analysis, signal warrant analysis and traffic signal design services				Carleton Urban
a. I-75 at SR 122	Eric Smith	\$10M	2003	City of Middletown, OH
b. Access Modification Study				Dave Mick
a. SR 46/Ellettsville, Indiana	Al DeLaunay	\$20M	2002	INDOT
b. Bridge, Roadway and Signal Design (Completed with previous firm)				Jim Ude
a. US 231/SR 70 Spencer County, Indiana	David Lauer	N/A	2002	INDOT
b. Topographic Survey Services for intersection improvement (Completed with previous firm)				Bill Schmidt
a. SR 2 Lake County, Indiana	David Lauer	N/A	2002	INDOT
b. Topographic Survey Services for 3.5 miles of reconstruction and realignment of SR 2 (Completed with previous firm)				Bill Schmidt
a. I-90 over Ramps G & H at I-90 and I-65 Interchange/Lake County	Frank Sailer	\$1.7M	2002	INDOT – Toll Road
b. Bridge Replacement – Bridge Design (Completed with previous firm)				Sam Wolfe
a. SR 162 over Southern Railroad/Dubois County, Indiana	Frank Sailer	\$350,000	2002	INDOT
b. Bridge Rehabilitation – Bridge Design (Completed with previous firm)				Dan Wampler
a. SR 64 over Ell Creek/Dubois County, Indiana	Frank Sailer	\$200,000	2002	INDOT
b. Bridge Rehabilitation – Bridge Design (Completed with previous firm)				Dan Wampler
a. SR 145 over Waddle Branch/Dubois County, Indiana	Frank Sailer	\$130,000	2002	INDOT
b. Bridge Rehabilitation – Bridge Design (Completed with previous firm)				Greg Katter
a. SR 49 over Crooked Creek/Porter County, Indiana	Frank Sailer	\$1.3M	2002	INDOT
b. Bridge Replacement – Bridge and Roadway Design (Completed with previous firm)				Steve Nezovich



# CURRENT AND COMPLETED PROJECTS

a. SR 85 Signal Timing – Fayetteville, GA	Ryan Elliott	N/A	2002	City of Fayetteville, GA
b. Fifteen intersection signal timing optimization and coordination plans for Five time periods				Don Easterbrook
a. Twyckenham Boulevard Overpass	Dawn Replogle	\$10M	2001	Hawkins Env. & City of Lafayette, In
b. Bridge, Roadway, Signal and Sanitary Foremain Design (Completed with previous firm)				Paul Dietz
a. Kentucky Avenue over Big Eagle Creek/Marion County, Indiana	Frank Sailer	\$1.6M	2001	Indy DPW
b. Bridge Rehabilitation – Bridge Design (Completed with previous firm)				Long Nguyen
a. US 50-SR 37 over East Fork of White River/Lawrence County	Frank Sailer	\$2.75M	2001	INDOT
b. Bridge Rehabilitation – Bridge Design (Completed with previous firm)				Dan Wampler
a. SR 650 over Beaver Creek/Martin County, Indiana	Frank Sailer	\$275,000	2001	INDOT
b. Bridge Rehabilitation – Bridge Design (Completed with previous firm)				Dan Wampler
a. SR 37 at SR 252 Intersection Improvement	Shawn Strange	\$600,000	2001	INDOT
b. Roadway and Signal Design				Russ Brittain
a. US 231 Spencer County, Indiana	David Lauer	N/A	2001	INDOT
b. Topographic Survey Services for 6 miles of reconstruction and realignment of US 231 (Completed with previous firm)				Bill Schmidt
a. US 231 Montgomery County, Indiana	David Lauer	N/A	1999	INDOT
b. Project Management and Acquisition Services for 200 parcels (Completed with previous firm)				Virginia Smith
a. 79 <sup>th</sup> Street Reconstruction	Al DeLaunay	\$8M	On hold	City of Lawrence
b. Env. Documentation, Bridge, Roadway, Signal Design, Right-of-Way Services (Completed with previous firm)				Robert Sterrett
a. US 31 Improvement Project EIS/Hamilton County, Indiana	Cory Grayburn	\$500M	On Hold	INDOT
b. NEPA Studies and Documentation				Janice Osadczuk

CURRENT AND COMPLETED PROJECTS

Name of Firm: The Schneider Corporation, Date: July 17, 2006

List all current highway projects assigned to the personnel that would also be working on contract assignments associated with this RFP item, sorted in order from lowest percent of completion to highest.

Also, after the list of current projects, list the same information for representative projects completed within the last five (5) years which have similar characteristics to those associated with this RFP item. Projects completed under the direction of project managers while employed by other firms may be listed, if clearly identified as such, and may also be highlighted in resumes' elsewhere in the Lol.

a.	Project Name / Location	Project Manager	Construction Cost	% or Yr Complete	Client
b.	Services being provided (ex. - Survey, Road Design, Bridge Design, Construction Inspection, etc.)				
a.	CR 800 N Replacement / Grant County	Tony Lukac	350,000	0	Grant County
b.	Bridge Design				
a.	Portland River Path, City of Portland, IN	Doug Petroff	NA	5	City of Portland, IN
b.	(Includes CE Environmental Documentation, Section 106 and 4(f) Coordination)				
a.	Madison County Road 800 North / Madison County, IN	Todd Burch	6,900,000	10	Madison County
b.	Survey, Road Design, Bridge Design, Environmental Study, R/W Services				
a.	Industrial Park Drive Improvements	Craig Rogers	1,200,000	10	City of Portland
b.	Road Design				
a.	Madison County Road 800 North / Madison County, IN	Todd Burch	6,900,000	10	Madison County
b.	Survey, Road Design, Bridge Design, Environmental Study, R/W Services				
a.	I-74 / US 421	Rick Rayback	54,000,000	10	INDOT
b.	Survey				
a.	Dearborn County Bridge 15	Tony Lukac	565,000	50	Dearborn County
b.	Bridge Rehabilitation, Road Design				
a.	CR 800 N Reconstruction, Madison County, IN	Doug Petroff	NA	50	Madison County, IN
b.	(Includes CE Environmental Documentation and Section 106 Coordination)				
a.	SR 15 / Wabash, IN	Todd Burch	2,500,000	70	INDOT
b.	Road Design, Bridge Rehabilitation				

**CURRENT AND COMPLETED PROJECTS**

a. I-65 / SR 43 Roadway Reconstruction / Tippecanoe County, IN	Todd Burch	4,100,000	70	INDOT
b. Road Design, Sign Design				
a. Lincoln Avenue / Green River Road / Evansville, IN	Craig Rogers	1,010,000	70	City of Evansville
b. Survey, Road Design, Signal Design, Retaining Wall Design				Patrick Keepes
a. Hamilton County Bridge 171	Tony Lukac	500,000	90	Hamilton County
b. Bridge Rehabilitation				Matt Knight
a. SR 641 (Terre Haute)	Rick Rayback	1,000,000	95	INDOT
b. Survey				
a. Towne Road Improvements	Craig Rogers	2,000,000	99	Brenwick Properties
b. Survey, Road Design				Keith Lash
a. Metropolis Mall Area Town Street Project Phase 1	Craig Rogers	3,300,000	100	Town of Plainfield
b. Survey, Geotechnical, Road Design, Bridge Design, Street Lighting, Utilities Design				Don McGillem
a. Hamilton County Bridge 43	Tony Lukac	375,000	100	City of Carmel
b. Bridge Replacement				Mike McBride
a. Broadway Bridges Reconstruction (Earth Tech)	Craig Rogers	18,400,000	100	City of Ann Arbor, MI
b. Survey, Road Design, Bridge Design, Demolition,				Michael Nearing
a. Shoreline Drive Relocation (Earth Tech)	Craig Rogers	8,300,000	100	City of Muskegon, MI
b. Survey, Road Design, Bridge Design, Railroad Relocation, Utilities, Drainage				Mohammed Al-Shatel
a. US 41 Roadway Reconstruction (United Consulting)	Todd Burch	20,000,000	100	INDOT
b. Road Design, Bridge Design, Signal Design, Utilities, Drainage				
a. US 27 over I70 Bridge Rehabilitation (BF&S)	Chris Ogg	7,000,000	100	INDOT
b. Superstructure Widening, Substructure Reconstruction				
a. 82 <sup>nd</sup> Street over I465 Bridge Rehabilitation (BF&S)	Chris Ogg	1,000,000	100	INDOT
b. Superstructure Reconstruction and Overlay with Complex Traffic Maintenance				
a. 86 <sup>th</sup> Street over I65 (BF&S)	Chris Ogg	1,200,000	100	INDOT
b. Bridge superstructure replacement with Curved Steel Beams and Substructure Reconstruction				